

# LAW AND ORDER

Vol. 2

December, 1954

No. 12



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Governor of Nebraska

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Part seventeen on the  
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#### Special:

This issue has the index  
to Volumes 1 and 2 of  
LAW AND ORDER



# POLICE RADAR DROPS DEATH TOLL

## POLICE RADAR CREDITED WITH DROP IN DEATHS

Radar, a wartime developed detection device, has been aimed at highway

ENFORCEMENT OFFICIALS CREDIT  
**ELECTRO-MATIC®**  
**RADAR SPEED METER**  
WITH CUTTING HIGHWAY  
DEATH TOLL

### NATIONWIDE SURVEY CITES RADAR

Most reports from states using Electro-Matic Radar Speed Meter say it's cutting down accidents. The latest state to install it and the state which pioneered radar's use in patrolling highways are equally enthusiastic about the results, an Associated Press survey found.

Virginia State Police, one of the first users of radar, in an expanded program credit radar for the reduction in the death toll on the Fourth of July weekend. There were only 7 deaths this year compared to 21 last year.

Radar Speed Meters have been used for a year by the



Kansas highway patrol. They note a 12 per cent reduction in traffic fatalities and conservatively say radar "may have played some part."

Mississippi State Police credit radar with a 77 per cent reduction in traffic accidents.

### HOW THE SPEED METER WORKS

Continuous speed measurements of vehicles approaching or receding in the path of a radar beam are taken directly with the Model S-2 Speed Meter. Speed readings are plainly and directly indicated in miles per hour, day or night and under all weather conditions, on the illuminated meter scale or on the chart of the auxiliary Graphic Recorder.



Readings of speeds up to 100 mph are accurate within 2 mph. The Speed Meter can be set up and operating in less than three minutes on either car battery or 120 volt A.C. power. A single ON - OFF switch is the only control necessary for operation.

Either one-man or two-man usage of the S-2 Speed Meter is practical. Under the one-man system the Transmitter -



Receiver Unit is connected by a small cable to the Indicator Unit at the point down the road where the officer is stationed. Departments that favor two-man usage utilize two cars, the first car mounts the Radar Speed Meter and is in radio-telephone communication with the intercepting car at a suitable location down the road.

### MANY ADVANTAGES OFFERED

1. Police can check far more vehicles than with a cruiser car.
2. Hazards to pursuing officers and motorists are eliminated.
3. It is effective day and night and in all weather.
4. Psychological deterrent to would-be speeders.
5. Portable for spot checking.
6. Ideal for investigating complaints of neighborhood speeding.
7. Either one-man or two-man usage of the Speed Meter can be employed.

For full details on how the Radar Speed Meter can help cut highway deaths in your town, write to the attention of Mr. N. Hansen, for Bulletin. R-102A.



## AUTOMATIC SIGNAL DIVISION

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# News & Notes

## Narcotic Squad Increased

The Police Commissioner of New York City has announced that he has ordered an expansion of the Narcotic Squad from its present strength of 130 to 200. The move was dictated, he said, by a "grave concern" over the direct relationship between crime and narcotics addiction.

Commissioner Francis W. H. Adams said, "There is no question that one of the chief motives for the commission of serious crime in this city, particularly burglaries, robberies and similar crimes, is the urgent necessity of narcotic addicts to get money to buy drugs. We find that most addicts require from \$6 to \$30 a day—that is to say from \$42 to \$210 a week—to pay for the drugs necessary to satisfy their cravings. Most addicts cannot earn this money lawfully and are forced by their terrible addiction to commit crimes, often of the most wanton character, to get the money to go on with their addiction. Time after time we find that a man or woman has committed a serious crime solely to get money to pay for drugs".

The Commissioner pointed out that, because of the specialized training required for the Narcotic Squad detectives, it will be several months before the squad is brought up to the newly proposed strength.

## Glue-Like Substance For Road Dust

A by-product of paper mills—a glue-like substance that is said to keep fine particles from blowing on the road—has been tested before highway, forestry, conservation and municipal officials in Minnesota, the *American Public Works Association* has learned.

The sulphite road binder is an amber fluid somewhat thicker than water at the time it is drained from the paper mill digesters where wood chips are reduced to pulp. In demonstration, its sponsors sprayed 21,000 gallons of the fluid on a one-mile stretch of graveled road near International Falls, Minn.

The sponsor told onlookers that the road binder not only keeps dust from flying but also stabilizes the surface of roads and can be mixed with underbase gravel to hold a topping of cement or asphalt so that the load-bearing capacity of the roads is increased.

ED. NOTE: This road binder is probably a form of casein, a wood product glue. It has been used on dirt roads in Wisconsin, near the large paper mills for some years.

# LAW AND ORDER

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**EPA**

## GUEST EDITORIAL

### **Robert B. Crosby**



*Governor of Nebraska*

**P**ROBABLY the most difficult role in American public life is that of the professional law enforcement officer, whether he be an official of local, state or federal government.

During my term as Governor of Nebraska I have on many occasions worked very closely with our Nebraska Safety Patrol. I always feel quite humble when I observe the men of that fine organization unselfishly and courageously devoting their lives to the service of their fellowmen.

Only too often the problems facing law enforcement officers are looked upon by other public officials and the general public with either apathy or misunderstanding. We seem to overlook the fact that the task of the police official is to enforce the laws which *we designed*, through our legislators, for our own protection.

As in many other states, we in Nebraska have experienced a tragic increase in highway traffic fatalities. The situation became so serious that I formed a Governor's Highway Safety Conference and personally conducted an active campaign for highway safety.

Naturally I first looked to the Nebraska Safety Patrol. I found that organization making the most efficient use possible of its resources but with little official or public

co-operation. I realized that by a few administrative changes in state government I could give the Patrol some much needed assistance. Also, because so much attention was focused on the safety problem, the public became aware that our Patrol must be given the proper tools if it is to wage an effective campaign for the safety of Nebraskans and visitors to our state. There is encouraging evidence that our legislators will give much more serious attention to the Patrol at its next session than it ever has in the past.

Relating this Nebraska experience merely serves to point out the need for public and official cooperation so that the work of the law enforcement officer can realize maximum effectiveness. At this writing Nebraska highway fatalities are considerably less than a year ago. This, I believe, is a direct result of a better understanding of the problems faced by our police officers. This is a good start, but much more needs to be accomplished.

I hope every public official will have the opportunity to realize a gratifying experience such as I have had in Nebraska. A little understanding and cooperation goes a long, long way.

A handwritten signature of Robert B. Crosby in dark ink. The signature is stylized, with the first letters of the first and last names being large and prominent.





## The Hutchinson (Kansas) Plan



by Charles E. Dumond  
Juvenile Director

*Editor's Note: The City of Hutchinson, Kansas has a population of 33,575. Its Police Department, under the direction of Chief Carl L. Spriggs, has 35 men and officers and 4 civilian employees. Mr. Charles E. Dumond is the juvenile director and this article is in response to our requests for "working with youth" experiences.*

**P**OLICEMEN in Hutchinson, Kansas, are **working together** to combat delinquency. They firmly believe that a successful juvenile program must be based on a desire to help, rather than punish, the young offender. The following will illustrate how they solicit the cooperation of the entire community in a program of crime prevention.

The first step of an adequate prevention program in our Police Department was to get the cooperation of officers in traffic, detective and patrol divisions to demonstrate in their attitudes and ideas that **they wanted to help rather than punish the juvenile**. This could have been a difficult objective to achieve, but fortunately our men were sold on the idea before it was presented.

Any community can train its officers to be the eyes and ears of a limited juvenile division if the department has cooperation. Many communities like our own cannot afford the services of a trained full-time worker and must use a trained part time worker. The officer handling the juvenile problems ought to have rank enough to be respected by other officers and department directors. This officer can receive reports from the policeman on his beat indicating the areas of pre-delinquent behavior, sources of social infection, and other information pertaining to juveniles. The policeman can give reports that will enable the small Juvenile Division to have the assistance of three details and around-the-clock surveillance of juvenile problems.

Cooperation **within** the department is the first essential.

For instance, the Detectives brought Henry Morgan to the attention of Mr. Charles Dumond, Hutchinson's Police Department's Juvenile Director. This boy, thirteen years of age, was bragging to his classmates that he "kicked-

in" a cafe. The following report came from the detective:

*"We have nothing definite to pinpoint the crime, but we have heard the same story from different sources. We certainly would like to see him stop before he gets into real trouble."*

Thus, the detectives reflect the attitude of interdepartmental cooperation and the general philosophy, "Help, rather than punish".

Henry's troubles became serious enough for the second phase of our preventive program—**solicit the cooperation of the parent and interview the home relative to the offender's basic conflicts**. On major cases this is done by our Juvenile Director. Interviews revealed that Henry deeply resented his home. You see, Henry's half brother was his stepfather! The emotional conflict due to such an unusual situation can be imagined. These baffled parents pledged their cooperation. They felt that the situation was beyond their control.

Our Police Department wants the help of parents. We feel that the home is still the most formative force in America. We try to get parents to use their responsibility for law enforcement. Henry was more than a burglar. He was an emotionally disturbed boy. This meant that we needed the cooperation of all existing social, religious and educational agencies to help us with his case. Our department feels that the community, its homes, its organizations, form the strongest factor in a prevention program. Therefore, in the **third phase of our program we solicit the cooperation of the community**.

Counselors from our Public Schools offered to help. Henry was to report to them for a series of interviews.

Our Police Department is represented on our Council of Community Services. This council has as members people from schools, churches, Scouts, Y.M.C.A., Red Cross, Salvation Army, Welfare Departments, and numerous service clubs. They meet twice a month for fellowship and to work together on common objectives. e.g. They were instrumental in getting the school milk program included in the Community Chest. Any of these people are ready to help the police with problems pertaining to youth.

We believe community programs help with crime prevention. For example, this summer our Hutchinson Recreation Commission has 300 boys in organized soft ball, 800 boys in junior baseball, 175 girls in soft ball, 1300 youths in daily playground activities. The Y.M.C.A. had 600 boys and girls in their swimming program, while the Red Cross had had 1487 county and city children enrolled in their summer activities. In addition, there were Church, Scout, and other camping activity. Our Police Department cooperates with existing agencies in its program of Crime Prevention.

Community cooperation works. For example, we needed a home for neglected, pre-delinquent boys. We discovered that many of our youth were getting into trouble because of lack of parental supervision. The Optimist Club, through its president, Mr. Hugh Grant, promoted this "family type" home. Now we have "Twin Oaks", a community for underprivileged boys. The community helped in the program of crime prevention.

Unfortunately, though we tried to use all agencies to assist us with Henry Morgan's case we could not stop his progress down the hill of crime.

Henry Morgan was taken to our Juvenile Court with five counts of burglary against him. **Our fourth stage** in our prevention program is to take the boy or girl to the **Juvenile Court**.

The Juvenile Court is a court of correction. Fortunately, we have a good Juvenile Judge in our Probate Court. He understands the historical development of Juvenile Courts in our nation. He cooperates with our Juvenile Division on those limited number of cases that are brought before him. He paroles most first offenders to their parents after admonition and counseling. If

(Continued on Page 13)

Upper Left: Juvenile Officer Dumond counsels both the juvenile and his parents.

Middle: Twin Oaks Boys' Home on a 10-acre plot in King's Gardens addition near Hutchinson.

Right: Lunch at Twin Oaks with Mr. John Correll, director, at the head of the table.

## "Ice Skating Can Be Fun, But . . ."

*A staff-written article on what to do when the ice breaks and a skater needs rescuing from the water.*

**I**CE SKATING is a winter sport that is not confined to any special age group. It is a recreation that the family can share together and as the cold season freezes the lakes and ponds, the "red ball" goes up signifying that the ice skating season is here.

Supervised ice skating offers no problem, for the wise elders can use their good judgment as to the condition and safety of the ice. It is the lone skater, especially if he skates at night, who needs a curb on his activities, for he incurs a particular risk.

Like any sport, the lack of ordinary care can be disastrous. It is these unguarded moments that bring the police and rescuers to the scene.

It is generally agreed that ice has three classifications. First is **new ice**; ice that has just formed and never been skated upon. Second is the **good or firm ice**; that stays through a prolonged cold spell. Third is **old ice**; the ice that has softened and is questionable as to its safety for skaters.

If the ice is 2 inches thick, it will hold single skaters. To support small groups it should be 3 inches thick. The ideal thickness for general skating is 4 inches.

Ice is subjected to changing temperatures and mid-day sun. Consideration must be given to the character of the water. Is it a swift stream or fast moving river? Is the body of water subjected to strain and wear because of a tide? Usually the ice is strongest near the shoreline and its weakest point is in the center.

Where people congregate to skate there should be life saving equipment for use in an emergency. A light ladder, a long pole, a rope and a ring buoy make excellent "life savers". There is nothing complicated or expensive about these items and they can be invaluable in a rescue.

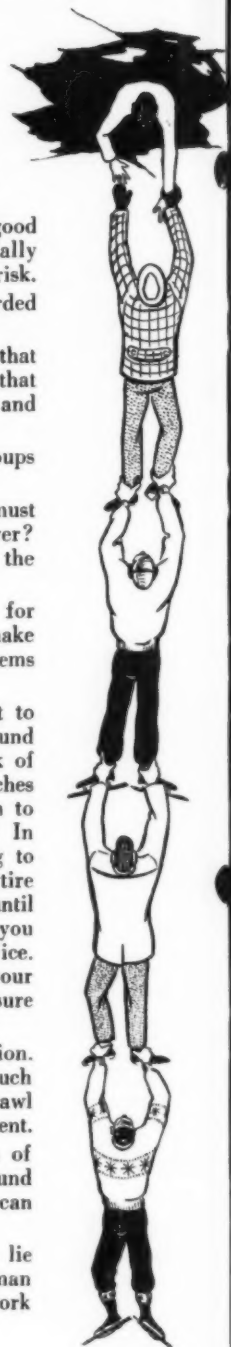
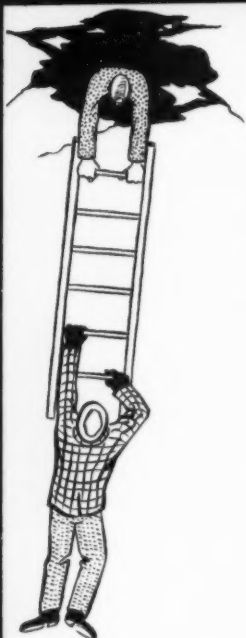
In the accompanying illustrations we will show how this equipment is put to work. Note the figure showing a skater who is prepared for an emergency. Around his neck he is wearing a pair of awls. These are home-made; a one inch block of wood with a 3 inch nail driven through the center. The blocks are about 4 inches long and primarily they are used in a "self-rescue." Should you have occasion to talk to a group of skaters about the subject of "self-rescue," mention these awls. In a "self-rescue" the main thing to remember is **not** to clutch at the ice trying to draw yourself upon it. The ice will continually break and you will needlessly tire yourself. Extend your arms and hands forward on the ice, kick your legs until extended in the back, and your body is level with the surface. This will enable you to avoid jackknifing under the ice and allow you to work your way onto solid ice. The awls are used to grip the ice. **Never** attempt to stand when you have your body out of the water. Roll away from the break until you are reasonably sure that the ice is firm.

Another figure shows a standard practice that needs very little explanation. It is the use of a ladder. A ladder permits the victim to distribute his weight in such a manner to sustain himself and he can be pulled to safety or a rescuer may crawl along the ladder to help him. A light ladder is an important part of rescue equipment.

The use of a ring buoy with a rope attached is also used as in the case of drowning. The ring is slid across the ice to the victim who crooks his arm around it, grasping the wrist of his other hand thus "locking" the buoy. The rescuers can pull him to safety.

If no equipment is available, the human chain can be used. The rescuers lie prone on the ice, each man grasping the ankles of the man in front. The first man rescues the victim and when he has hold of him, all men on the "chain" work backwards toward safety.

(Continued on Page 21)

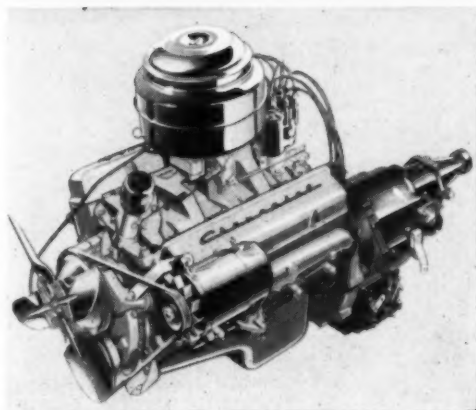


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For further information circle #91 on Readers Service Card



# The Lowest Crime

by Ptlm. Richard Pattison  
North Miami Police Dept. (Fla.)

"... and this man is a known child molester."

That description at the end of any police message is enough to rouse the ire and indignation of every police officer. It is difficult to imagine one who works his wiles on innocent children, probably with intent to do them bodily harm, and certain to affect their emotional outlook from that time on. Yet, through a strange series of circumstances, and every officer is sadly aware of this, such a criminal is one of the most difficult to apprehend and often even more difficult to convict.

Chief among the circumstances that make conviction difficult is the growing insistence on the part of parents that they will not let their child go through the psychological strain of facing the accused in court. We will not attempt to argue the merits of such a viewpoint here, but suffice it to say that as long as these criminals get away with little or no sentence, rape, murder and other atrocities will continue as a menace to the community.

The only other practical method of attacking this problem is through the education of the child, beginning at school age or even a little before. Parents, in spite of almost daily newspaper stories and warnings in other periodicals, seem to have a lackadaisical attitude on the subject; a sort of "It won't happen in our neighborhood" viewpoint. How then, to get the information directly to the child?

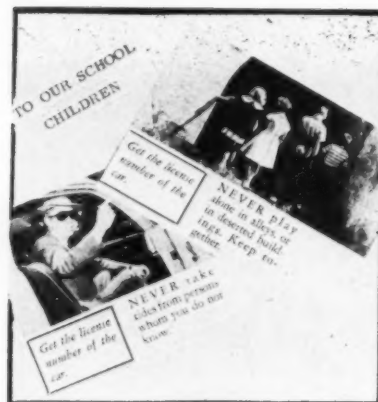
Here in North Miami we believe we have found one good and very effective medium. Ours is a quiet city of about 20,000. Happily it has a low incidence of crime of any kind, but we are constantly required to be on the alert due to the surge in population that occurs during the winter months. In fairness to that transient population, however,

we have to admit that the only really bad case of molestation over the past two years involved one of our permanent residents. He was a popular executive in a manufacturing company and active in the affairs of his church. Thanks to the testimony of five juvenile boys, and the level-headed attitude of their parents, a complete confession was obtained. This citizen is now residing at Raiford Prison and will be there for some years.

To get back to the medium mentioned above, we refer to the leaflet which we distributed to the school children of North Miami, and later to every elementary student in Dade County. Police Chief Karl E. Engle of North Miami started the movement when he authorized the purchase of 1,000 of these pamphlets. Later, due to the instant response of the school authorities, more had to be ordered and the Dade County Association of Chiefs of Police, an organization in which Chief Engle has long been active, undertook to supply them throughout the county.

The pamphlet is three fold, 8½ in. x 11 in. when opened, with the legend "A message to School Children and their Parents in the City of North Miami from your police department, Karl E. Engle, Chief of Police" (see Editor's note). The interior of the leaflet contains eight pictures with captions advising children what **not** to do when a stranger asks questions or gives them candy, etc. There is also a page of suggestions such as **never** play alone in alleys, deserted buildings or tunnels—keep together when playing, and **get the license number** of a suspicious car. The last bit of advice is "To The Parents" and gives suggestions as to what to impress upon their children.

The pamphlet adequately covers the



most likely methods of molesters. Low in cost and easily distributed through the public school system, this leaflet provides a good method of educating and warning both parents and children.

The second step toward eliminating the menace of the molester, also accomplished through the efforts of the Chiefs' Association, is the passing of an ordinance making it mandatory that theatres having matinees or special children's performances provide Special Police to patrol the theater. In addition it is incumbent upon the theater, during such performances, to provide separate seating for children who are not accompanied by adults. This is not as yet a State Law, but has been adopted by most cities of Dade County. It is already in effect in other parts of the country.

These are two of the main steps being used in this section of the state to combat a growing menace. Perhaps some of these ideas can be utilized in your own community. We will be glad to offer any additional information that you may request.

**Editor's Note:** When Patrolman Pattison sent us the leaflet we recognized it as a fine piece of public relations. We have a file in which such examples are carefully kept and seeing many duplicates of this particular piece (each bearing the name of a different town) we set about to trace the origin. We visited Chief John M. Gleason of Greenwich, Conn., and he verified the fact that his department was the creator of the piece. The children who act as models for the illustrations are the sons and daughters of some of his patrolmen. The "Villain" of the piece is a member of the department and is now a sergeant. Mr. Jack Cluet, number one man in the Greenwich Safety Council, took the pictures. The text was the combined efforts of Chief Gleason, Capt. Clarence Dobson and other members of the staff. It received nationwide circulation when a full length article written by Sumner Ahlban appeared in the September 1952 issue of Cosmopolitan magazine. It attracted great attention and Chief Gleason received correspondence from all parts of the country and as far away as Alaska.

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## Classification of Police Activities

by S. E. Rink  
Contributing Editor

**EDITOR'S NOTE:** The author was privileged to hear Sgt. W. R. Farrelly, of the New Jersey State Police Academy speak about classifying police activities. Many of Sgt. Farrelly's suggestions are incorporated in this article.

**WHAT POLICE OFFICER** doesn't "see red" when he hears some citizen, for whom he is risking life and limb to protect, disparagingly say, "Those cops have snap jobs. They don't do a thing but give out tickets and they get pensions besides!" Every conscientious policeman knows his job keeps him busy the full eight hours he is on duty, and quite often many hours of unpaid overtime. But, even if given a chance, can he accurately account for all his time?

In recent years, since law enforcement officials are seeking professional status, they have assumed additional duties and responsibilities. The need for taking credit for the work they are doing, and making this known to the town council, the city manager, or the governing body of their communities is becoming increasingly apparent. While everyone in town might have read about Sgt. So-and-so's remarkable capture of the bank hold-up men; how many townspeople realize how much time the same Sgt. spent in surveillance of the scene, or how expensive it was for the Sgt. to attend a special training school, or who took over the Sgt.'s regular duties while he was capturing the thieves.

One of the aims of a well developed public relations program is to rouse the public to a sympathetic understanding of policemen and their many activities. A yearly report, including a detailed breakdown of police activities, is being adopted by many progressive police organizations, as a means of showing where and how manpower and materiel have been expended.

The needs of individual police departments naturally differ according to the demands of their location, size, budget, and so forth. However, the activities of the different departments are often similar. In classifying the work of the New Jersey State Police Officers, Sgt. Farrelly listed five group headings which they used:

1. General Police Activities
2. Crime
3. Traffic
4. Special Activities
5. Technical Services.

### GENERAL

General Police Activities would in-

clude all police work that is not included in other categories, such as the investigation of unfounded complaints, as well as the investigations of missing persons, prowlers, disorderly conduct, suicide attempts, and general police patrol. Every time an officer goes out to investigate a complaint, a record is made of how long the investigation took him, how far he had to travel, what he did, etc. The aim is for the police to take credit for every activity, every job that they do. While the spectacular work of the police may make the front page headlines, police officers know it is the daily, routine jobs that take up most of their time, and these are the hardest for which to account.

### CRIME

All crime prevention work as well as crime work of an indictment nature is classified under the heading "Crime." The number of men used, the hours they worked, and the number of miles they had to travel are all carefully recorded. Under this classification would be taking statements after a crime and questioning prisoners. Not only is the time spent in raids conducted on vice and gambling recorded, but also the hours of planning, briefing, assigning, and so forth are taken into account. Time spent for crime studies and attending conferences on crime is accounted for in this heading.

### TRAFFIC

Under the third heading "Traffic" comes the safety patrol activities and general traffic patrols. This includes a breakdown of hours for police officers who do not spend all of their time in traffic activities.

### SPECIAL

The classification "Special Activities" covers a multitude of police jobs. For instance, once or twice a month, the Mayor wants a package picked up in his office and delivered some place up or down town, or maybe to his home. He calls for a police officer, who must leave his scheduled work and perform the service which sometimes involves an hour or more of his time. The mileage the patrol car travels in this work and the time of the police officer are re-

corded as "Transportation and Carrier Service" under the Special Activities heading.

Similarly when someone wishes to donate blood, a police car and officer can be called on to provide the means of transportation to and from the blood bank. When police officers are assigned to strike duty, if there is no violence, the time spent is recorded as a special activity. (If there is violence or a riot, it is recorded under the "Crime" heading.) Escorting dignitaries through town or in a parade is a time consuming activity. Other activities that can be classified as "Special" include the investigation of personnel both of the police and other municipal agencies; emergency services, in time of fire, flood, or explosions; accidents other than traffic (for instance, rescuing a kitten in a tree, or aiding a person who falls, etc.); births; and civilian defense activities.

### TECHNICAL

Technical services are simply work that is done for other agencies. Providing fingerprinting or identification assistance to other police agencies might involve expending considerable time and manpower. This is classified as technical service.

About this time the question arises, how are the records made and who does the classifying of the reports. Sgt. Farrelly explained that the New Jersey State Police Officers make their own reports and include all the information needed. Each officer must be thoroughly acquainted with the classification system, so he can note the proper classification for his report. He reports on each and every activity he performs.

Other police departments have dictaphone set-ups, so that the police officer can telephone in his report and it will be recorded. Later a stenographer will type up his report and classify it. This saves many hours of the officer's time.

The advantages of such a system of classifying the police activities are numerous. Basically, it gives the police department a comprehensive knowledge of what it is doing. It provides a partial job evaluation which is most helpful when selecting proper personnel. It en-

(Continued on Page 13)

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# Chiefly Chatter

**Albert J. Picard**

*Chief of Police, Peterborough, New Hampshire  
by Eleanor A. Payne*

**F**OUNDED, IN 1749, Peterborough, N. H. is a typical New England town. Its population is 2,550, elevation 744 feet and has the unique distinction of being the town where Edward MacDowell, the first serious American Composer, made his home. Located there today, is the Edward MacDowell Artist Colony where every summer, talented young people gather to work on their symphonies, plays, books, poetry and other artistic endeavors. This town was the pattern for Thornton Wilder's prize winning play, "Our Town".

Peterborough's present Chief of Police is Albert J. Picard, formerly a member of the police force in Ayer, Mass. He is a graduate of Boston University and has been Chief here since 1939. He also is a graduate of the F.B.I. Academy in Washington, D. C. In 1949 he held the office of President of the New Hampshire Chiefs of Police Association and is a former committee member of the New England Chiefs of Police Association.

When we visited the Chief, we found him at the school intersection, directing traffic as the children were emerging from their afternoon classes. Chief Picard has a genuine fondness for children and a firm belief that with the proper guidance and supervision, no child becomes a juvenile delinquent. He stated that, "Understanding youth and its problems is a primary factor in combating this present-day increase of youthful crimes. Sincere friendship extended, plus the knowledge that these youngsters will become the citizens of tomorrow is of great importance, and is the first step to eliminating this evil." The Chief said, "Time and effort devoted to youth by parents, teachers and those in authority will accomplish more than anything else to help our youth, but it takes the combined forces of all to obtain this goal. Here in Peterborough sporting activities direct the energies of our youthful future citizens into the proper channels."

The Chief spoke enthusiastically about the coming basketball season and the teams which are being organized for the teenagers of the town. Plans are being devised to keep alive the interest of the Little League games. (the Chief is a co-manager of the team).

The Chief was quick to give the Little League manager, Mr. Lawrence Bishop, full credit for the success of this sports endeavor, stating that he has done the most work with the boys. Chief Picard is a firm believer that by teaching boys sportsmanship and community spirit, civic pride is built up and the town benefits.

When we first approached him for this interview, he was reluctant and said he wasn't a suitable candidate for a "Chiefly Chatter". He suggested we contact one of the Chiefs residing in a larger town. He agreed only when we pointed out that among the readers of this



article would be thousands of small town chiefs who are interested in people like themselves.

Chief Picard said, "Many people seem to think that a police chief's job is mainly arresting people." He continued, "It is a misconception as there is much more to the field of law enforcement. Of equal importance is crime prevention and closely allied is Public Relations. New recruits need training along these lines and it is essential they be taught the basic foundation of what duties the public, which he serves, expects of him. The recruit should be well schooled in the proper procedure."

He explained, "A great deal depends upon the presentation of one's case after an arrest is made. It is absolutely necessary for the conviction of the hardened criminal as well as dealing properly with the minor offender. Police schools, (particularly the one being conducted in the State of New Hampshire), are making excellent progress in this field."

Chief Picard believes that every policeman has a moral obligation to make his city or town a better place in which to live. He realizes it is hard work and an officer's time is never his own. But the results of a well done job are gratifying. He advocates that an officer make the effort to meet everyone he can. "It makes one really become aware of what's to be done and you can do it better," he said. "Small towns are faced with problems that are peculiar to them, and the police chief has more of an opportunity for direct, personal contact with its citizens. It is a more delicate position for the chief because of the fact that he knows the folks involved and must be careful to come up with the right decisions at all times. Living with them and facing them regularly, day by day, creates a situation of a more personal nature than one living in a large community. People in a small town like to know that the man in charge of their safety is earnestly attempting to keep their town a safe, respectable place in which to live, and that he is easily accessible to them if they wish his services."

*(Continued on Page 21)*

## Mexico's Federal Highway Police Organize

by Emil Zubryn

**M**EXICO CITY—The Highway Police in the republic have their own school, the Federal Highway Police Training School. It is directed by Lt. Col. Luis F. Sotelo Regil who received his training with the California Highway Patrol.

Recently the school graduated a class of 79 highway patrolmen, the second group of students to be trained by the school. The first class, 50 men, received their diplomas last February.

The Federal Highway Police Training School is patterned along the lines of the California Highway Patrol, and even the color of the patrol cars is the same black and white as in California.

Mexico City authorities, vexed with the many attacks on tourists while traveling national highways, decided to do something about it. Colonel Sotelo Regil was entrusted with the task of organizing a training program.



The graduate police officers have a wide area to patrol. Highway patrol cars now cruise all highways leading out of Mexico City to a distance of 38 miles. This includes the Laredo, Puebla, Cuernavaca Road and the Cuernavaca Speedway.

Their duties are to see that there are no "incidents" which will bring unfavorable publicity to Mexico. Apart from that, they "discourage" the placing of stones by disgruntled farmers along the Cuernavaca Speedway right-of-way, especially at blind curves, a malicious practice that has brought disaster to a number of motorists. The patrolmen aid motorists having engine trouble, a flat tire, etc., and in general "keep the highway peace".

Recruits for the school are hand-picked and must have at least the equivalent of a high school education. During the six months' course they study some 25 subjects including psychiatry, self-defense, first aid and penal law.

The highway police training school may well be the basis for formal training for all metropolitan police in Mexico. It is understood that the gov-

(Continued on Page 19)

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# Weapon-Wise

A Technical Report on Weapons for Law Enforcement

by David O. Moreton, Technical Editor

## Ballistics II

**I**N the first installment of the series on Ballistics, which appeared in the October issue, I discussed and defined the term and went on to explain that the field of Ballistics is divided into two main sections, i.e. Interior and Exterior Ballistics. I then proceeded to give the factors that must be considered in these two sections. This month we will consider additional factors that must be considered in the study of Exterior Ballistics.

Exterior Ballistics concerns the flight of the bullet or projectile from the time it leaves the barrel of the gun until it either hits the target or the ground. In theory and as far as the average person is concerned bullets of equal weight fired from and dropped from the same height will reach the ground at the same instant. This is only true if this dual operation is performed in a vacuum. The usual answer is, as I have given it in the first installment, yes. Actually there is a fractional second difference when this experiment is performed in open air, this fractional second difference is detectable only with elaborate electronic measuring equipment.

Dr. Charles S. Cummings, 2nd, the supervisor of Physics and Ballistics Research for the Remington Arms Company in Bridgeport has conducted a series of experiments, utilizing the elaborate electronic equipment at his disposal, to obtain data so that a satisfactory and highly accurate answer can be given as to which hits first. The results of this experiment are shown below; as you will note, time is expressed in decimals to the nearest one thousandth of a second.

Time in Seconds for 30-06 180 Grain Bullet to Drop

Drop in inches	When Fired in Air	When Dropped in Air	When Fired or Dropped in Vacuum
3	0.125	0.125	0.125
6	0.180	0.176	0.176
12	0.260	0.249	0.249
18	0.319	0.306	0.305
24	0.370	0.353	0.352
36	0.455	0.434	0.432
48	0.530	0.501	0.498
60	0.597	0.562	0.557

As shown on the table above a bullet fired from a gun horizontally or dropped from the hand would drop 60 inches in 0.557 seconds in a vacuum. In the open air you will note that there is a difference between the fired and the dropped bullet in the arrival times at the target and the ground of (35) thirty-five one thousandths of a second.

It must be pointed out that the results

are dependent upon laboratory apparatus capable of accurately measuring to a thousandth of a second or less. With fine equipment of this type the results show that there is no difference in a vacuum and a definite difference in air. However, with less elaborate equipment, not capable of such fine measurement (tenths of a second) we find that there is no difference in time. The difference in time in either case is so small that for all practical everyday purposes it does not matter.

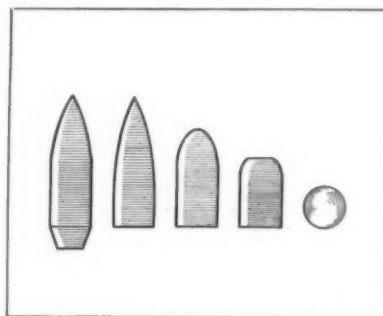
The two major forces that effect all projectiles or bullets in flight are as I have said the force of the Earth's Gravity and the Resistance of the Air. The curved path (trajectory) of a bullet or projectile through the air is dependent upon these two factors. These factors themselves are the result of other related elements which affect the magnitude of the reaction of the bullet or projectile. The resistance of the air varies with temperature and humidity (which we will not consider), however, the effect of air resistance upon the bullet or projectile depends in part upon the initial velocity, weight and shape of the bullet.

The **Ballistic Efficiency** of a bullet or projectile in its flight through the air is its ability to overcome the air's resistance. **Ballistic Efficiency** is dependent upon, the bullet or projectile form and sectional density. In ascertaining the **sectional density** of a bullet the following formula is used  $(W/d^2) .7854$ . More simply you divide the weight of the bullet or projectile expressed in pounds by the square of the diameter of the bullet, and multiply the result by .7854. In order to obtain the bullet or projectile weight in pounds it is necessary to convert the usual grain weight; to do this you divide by 7000. The **sectional density** and the shape factor of the bullet or projectile together are the factors that determine the **Ballistic Coefficient C**. In this installment I am not going to enter into how the shape factor of a bullet or projectile is calculated and created.

To repeat the resistance of the air varies with the air velocity and shape and weight of the bullet or projectile. The bullet or projectile has only its momentum and remaining energy and velocity after it leaves the muzzle of the gun. During its short time in the barrel it receives its propelling force; after leaving the muzzle this force is on the decrease until the bullet or projectile comes to rest. To give an idea of the magnitude of this air resistance suppose we choose a .22 caliber long rifle cartridge and fire it in calm, motionless air. The bullet has a muzzle

velocity of 1100 feet per second. At this velocity, the bullet encounters an air resistance comparable to a wind of 752 miles per hour.

The ability of a bullet or projectile to maintain a certain proportion of this initial velocity against air resistance varies according to its **sectional density** and weight. A ping pong ball (light and very low density) thrown forward in no wind will not travel far and against even a light wind it would go forward only a few feet and then be blown back at the thrower. However, a lead ball (greater weight and density) has the ability to maintain a certain proportion of its initial velocity against air resistance and would travel further in both cases, i.e., in a calm it would travel forward further because of its ability to overcome air resistance. Into a light wind it would travel forward but lose its initial velocity more rapidly.



Bullet shapes from left to right in order of their ability to maintain velocity against air resistance.

Shown in the drawing are five common bullet forms in order of their ability to overcome air resistance. Note that the round ball has the poorest form, losing its velocity rapidly; while the boat-tailed bullet maintains its velocity longest. I will explain in a later installment how the **ballistic coefficient C** is used in calculations. For now it is sufficient to say that the larger the **coefficient C**, the more efficient the bullet.

In addition to what has been covered re air resistance, **wind deflection**, or the tendency of a bullet to drift with a cross wind, in proportion to the wind's velocity and direction, must be considered. Logically a head wind would slow down a bullet. Conversely a tail wind would cause a slight acceleration. Besides having to consider **wind deflection** we also have the tendency of bullets and projectiles to **drift** in the direction in which the barrel is rifled. Right for right hand twist and left with left hand twist. We also must consider **yaw**, which is the instability of the bullet or projectile upon its leaving the muzzle, that is the bullet is slightly unbalanced as it leaves the gun and is not flying point first but rather it sort of spirals in flight instead of simply rotating on its axis. Fortunately yaw usually disappears beyond 100 yards



and by the time the bullet goes beyond 200 yards it is capable of achieving accuracy. For the handgun shooter, yaw is a definite factor to be considered. In future installments I will discuss wind deflection, drift and yaw at length.

The force of gravity affects all bodies, as soon as they have no support or are turned free in the air. The attraction of the earth, called force of gravity causes them to fall. In studying physics it was learned that a freely falling object does not fall at a constant rate throughout the entire fall, but will increase at a uniform rate. This rate is called the acceleration of gravity and is expressed in feet per second. An object that starts a free fall will, as we have learned, have attained at the end of one second a velocity of approximately 32.2 feet per second. The average velocity of the falling object for any second is the average of the velocity at the beginning and the velocity at the end of that second. For most purposes the acceleration due to gravity may be considered as 32.2 feet per second. It must be pointed out here to prevent any question at a later date "that a bullet always starts to drop, and will drop at this rate of acceleration, as soon as it leaves the muzzle of the gun".

Mr. Bob Brownell of Montezuma, Iowa, has advised me that he will be glad to send his latest catalog of shooting and gunsmithing equipment free to those departments that would like to receive it. Bob is the distributor of Perma Stock Finishes that I mentioned some months ago. Circle No. 3 on the Readers Service Card and we will have Bob send along his catalog.

Colt has just announced a .38 Special revolver that has been designed to meet the requests of shooters for a gun that will take a beating. I will report on this gun later in the new year.

I wish to take this opportunity to wish everyone a very Merry Christmas and a Happy and Successful 1955.

## Hutchinson Plan

(Contd. from Page 5)

parole and probation do not work he sentences the offenders to B.I.S. or G.I.S., looking upon these as corrective and not punitive institutions.

Henry Morgan's case was not closed until some time after he had gone to the Kansas Boys' Industrial School. This meant that he had been in court on two occasions.

The final stage of a good Juvenile or Crime Prevention program is the "following up" of a case. It would have been easy for our department to say, "Oh, just let the Welfare Department handle Henry's parole—we have enough to do". Our Police Department cooperated with the Welfare Department in observing and encouraging his social progress. This young man—no longer delinquent—is scheduled to go into the Armed Services. The joys and sorrows of police work are found in this "follow-up" stage of the program.

Thus, in Henry Morgan's case as in all others, we try to have a five-point program consisting of cooperation with in the Police Department, parental assistance, community participation, adequate court procedures, and a follow-up program. Chief Carl L. Spriggs has urged men like Lt. Bob Bruce, who publicizes safety through Bicycle Clubs, Traffic Safety Council, and the traveling show "Crime Stoppers"; Capt. Harold Nye, Chief of Detectives; Capt. Wiley Sloan, superior officer of the Patrol Division; and Charles Dumond, Juvenile director, to do all they can to help the youth and not punish.

## Notes On (Contd. from Page 9)

ables the Chief to analyze existing problems or kinks in the department's work and thus it aids in promoting efficiency. And finally, and perhaps, most conclusively, a classification of activities is of invaluable aid when requesting money for additional equipment and personnel from the city fathers. Budget conscious citizens are more inclined to be liberal if they can see exactly where their money is going and how it is used. A better relationship between the police and the public is an inevitable result.

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# "According to Law..."

Edited by Irving B. Zeichner  
Counsellor-at-Law

## Hearsay Testimony—Radar

Defendant was found guilty of operating a bus on the New Jersey Turnpike at a speed six miles per hour over the legal limit. The speeding charge was predicated on the reading of an electric speedmeter, commonly known as radar.

The State showed that Troopers Trpisovsky, Armstrong and Trainor were members of a radar team on the New Jersey Turnpike. Their duty was to set up the radar equipment at various points on the turnpike and to apprehend violators exceeding the speed limit of 60 miles per hour.

On the day in question, Trooper Trpisovsky was operating the radar equipment while Troopers Armstrong and Trainor were the intercepting officers stationed about a quarter mile north of it. Communication between the radar operator and the intercepting officers was maintained by radio.

Trooper Trpisovsky testified in detail regarding the operation of the machine. His testimony, and that of Dr. Kopper, an electronics expert, showed that the radar unit was housed in a box in the rear of a station wagon. The box, which contained two antennas, one transmitting and the other receiving, was placed facing on-coming traffic. The receiving antenna was connected to an electric speedmeter and to a graph which made a written record of each car passing within the scope of the radar equipment.

It was shown that after zeroing the calibrating of each piece of equipment, State Police patrol cars were run through the operation area of the radar machine at varying speeds, which speeds were checked by radio communication against the speedometer of the police cars and the electric speedmeter and the graph. If all speed recording devices recorded the same, radar operations commenced.

The bus which the defendant operated was equipped with a tachograph. This is a combination of a clock speedometer, odometer and recording mechanism intended to produce a record on a chart of a vehicle speed in miles per hour, miles traveled, and a record of whether the engine of the vehicle is idling while the vehicle is stopped.

A tachograph expert testified for the defense that the driver of the bus had, according to the chart, slightly exceeded the turnpike limit at one point in the trip by going 61 miles per hour.

Defendant appealed from his conviction on the ground that the trial court permitted hearsay testimony to be given by the officers in relation to tests made of the radar device's accuracy. It was

his contention that the fact that the radar operator and the patrol car driver were in radio communication with each other with reference to the speed of the patrol car engaged in such a test constituted hearsay testimony.

The Middlesex County Court, State of New Jersey, affirmed the judgment below.

"Each officer testifies as to independent facts. The patrol car officer testifies as a fact to the speed of the patrol car as shown by his speedometer. The radar operator testifies as to the recording of the electric speedmeter and the graph machine and of his own visible observation of the car making the test. Radio communication is merely incidental. The fact of the speed of the patrol car and the recording of the electric speedmeter, the graph machine, the observation of the radar operator remain the same without benefit of radio communication."

## Police Line-Up

Defendant was discovered in the rear of a J. C. Penney store in Los Angeles by the janitor. He had a gun and directed the janitor to go upstairs with him to the offices. There he found the assistant manager had just taken the money box into the cash room and placed it on the table.

As an employee was entering the store through the front door, the defendant asked the assistant manager how to get out of the store. The latter suggested the rear entrance and gave the defendant his keys, indicating the particular key that unlocked the back door. Defendant made his exit.

Ten days later, the defendant was apprehended at another J. C. Penney store. The assistant manager, and another employee who was at the scene of the robbery of the first store, were called to the jail to see whether they could identify the defendant as the robber. They were able to so identify him.

Convicted of armed robbery, the defendant appealed on the ground that the procedure by which he was identified was improper. He maintained that the identification should have been by means of a standard police line-up.

The District Court of Appeals for the Second District of California held there was no merit in the defendant's contention, and affirmed the judgment.

"Identifications are frequently made where only a single person is under scrutiny. The fact that a number of persons are in the usual police 'show-up' is not based on any legal requirement. It is designed to assist the jury in weighing the evidence relating to identification."

## Judicial Notice—Radar

Defendant was convicted in the Buffalo City Court for a violation of city

ordinances regulating the speed of motor vehicles. The evidence as to the speed of the defendant consisted of testimony of police officers as determined by usual observation of the defendant's car while in motion, and a record of speed as measured by an electrical recording device, commonly known as radar.

On appeal, the defendant maintained that it was error on the part of the trial court to take judicial notice of the operation and accuracy of radar devices to establish the speed of the defendant's motor vehicle, "said device not being a practical application of scientific facts that are generally known or ought to be known."

The Supreme Court of New York reversed the conviction and held that the theory of the operation of this electrically operated device and the accuracy of its measurement of speed is not a proper subject for judicial notice at this time. The essence of judicial notice is that the trier of the facts, whether he be judge or jury, will assume as true for the purpose of the case before him, certain facts without requiring proof thereof. This the court refused to do, believing as it did, that electronics is too recent a development in the science embracing the mysteries of electricity.

"Upon the general verdict of guilty, it is impossible to separate the evidence and determine upon this appeal whether the learned trial justice believes the testimony of these officers and based his verdict of guilty upon the evidence of the reading of the dial of the radar device and the judicial notice taken by the court, or whether he based his verdict upon both.

"The error of receiving into evidence under the guise of judicial notice the theory of the operation of this device and its accuracy is such that an appellate court cannot overlook it. This is an error which affects the substantial rights of the defendant. It may be the very evidence upon which the judgment of conviction was found."

EDITOR'S NOTE: Every case in Law establishes some degree of precedent, and the decision becomes a part of the whole fabric of Law. This case points to the need for both the manufacturer and police department, making and using such equipment, to establish that such "device" is "a practical application of scientific facts that are generally known."



# Modern Self Defense

By R. H. Sigward

## Left Jab

105-1. For this dealing, take stance in photo and

105-2. hack with your left against his attacking left wrist.

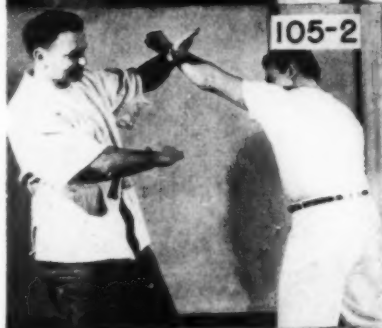
105-3. Grasp his wrist.

105-4. Turn on the ball of your left foot, and with your free right hand grab top of his elbow,

105-5. and pull his arm in front of you.

NOTE: This is the seventeenth in a series of articles written for LAW AND ORDER by R. H. Sigward, formerly instructor of the U. S. Air Force Military Police, and now director of the Sigward Health Studios, 139 W. 54th Street, New York City.

APOLOGY: In November, the series 105 pictures were not completed. The entire action is now repeated in this issue.





# Modern Self Defense

.....by R. H. Sigward



106-1



106-2



106-3



106-4



106-5

105-6. See? He is off balance . . .

105-7. With your left hand on his wrist and your right hand over his elbow.

105-8. twist his arm to the left and forward, and step with your right foot in front of him.

105-9. Throw the right elbow with full weight onto his shoulder. Your right hand slides from the elbow hold to his wrist. Your left hand bends his wrist.

## Left Jab

106-1. This Fancy Dan throws a lefthand punch at you and is also ready to follow it up with a right. Hack him with your right edge of hand against his left inside wrist. Your left hand is up to parry any further right hand menace.

106-2. Seize his left wrist and

pull his arm straight. At the same time throw your left hand against his right shoulder, thus blocking his right punch.

106-3. Drop quickly to your right knee as your left foot steps between his legs. With your left hand lift his right leg from the inside, while pulling him over your shoulder.

106-4. and throw him on his head.

106-5. He will tumble over and land on his mutinous back.

## Left Swinger

Here is a High Throw, one requiring some strength and plenty of practice to work it. It is very dangerous for the person experimented upon, and he should be thoroughly familiar with Falling Technique. Do not throw him with full force.



107-1



107-2



107-3



107-4



107-1. Assailant rushes at you with a left swinger to the jaw.

107-2. Fall expertly into your Parrying Stance, and hit with the

old reliable edge of right hand to his wrist, and then grasp it. Your left hand should come up to block his right shoulder, just in case he throws his right.

107-3. Hold on to his right shoulder and left wrist.

107-4. and swing his left hand over your head

107-5. onto your shoulders, and step with your left leg in back of him.

107-6. Quickly bend forward and lift him over your left hip. At the same instant reach with your right palm under his left knee and lift his leg.

107-7. Throw him over your hip. He lands on his tortured neck.



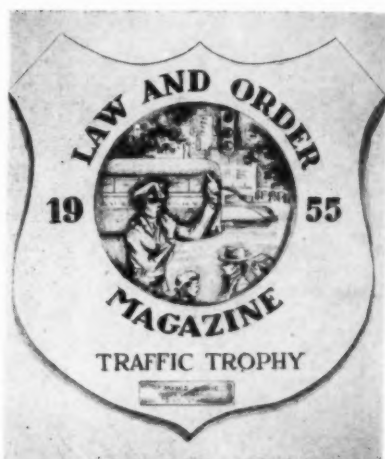
### One-Man Patrol Cars

The city officials of Kansas City, Mo. have informed the *International City Managers' Association* that it is their opinion, one-man patrol cars provide better police service. They have ended their first year of operating the one-man cars. There are now 41 one-man cars operating around the clock and eleven others on duty between 8 P.M. and 4 A.M. Previously 24 two-man cars served the same area.

This greater patrol coverage has been given chief credit for the city's drop in major crimes and increase in crimes cleared by arrest. Since the department began using one-man cars, major crimes have fallen off by 7 per cent and clearances by arrest have risen 9.5 per cent. Burglaries have dropped 21 per cent, while clearances in robbery cases have risen 20 per cent.

Even though extra equipment had to be purchased, the added efficiency was obtained with a minimum increase in cost. To cover the same number of beats with two-man cars would have called for 152 more officers at a cost of \$592,800 a year for salary and \$38,000 for uniforms and equipment.

Looking to the safety of officers, the city made rules and regulations that forbid an officer to tackle a hazardous assignment until he has notified the radio dispatcher and received aid from other cars in the area. There are also full training courses in the techniques of one-man car operation.



## Have you solved a Traffic Problem?

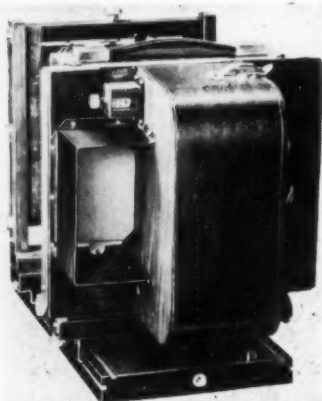
If you have — why not share your solution with other officers who may have similar problems in their town. For every story published we will pay \$25 to the writer. Keep the story within 500 words and enclose a "before" and "after" picture. Published articles are eligible to compete for the beautiful polished wood wall shield LAW AND ORDER TRAFFIC TROPHY. Remember — it is not the literary excellence of the article that wins . . . It is the PROBLEM and the SOLUTION. Get busy now. Send your story to:

**LAW AND ORDER**

1475 Broadway  
New York 36, N. Y.

### New Camera

Korona Camera Works, Div. of Gundlach Mfg. Co., Fairport (Rochester), N. Y., has announced an improved model of its Foto-Roll-70. The unit replaces normal filmholders on portrait, view or copy cameras with a roll of 350 exposure daylight-loading 70-millimeter film.



The Korona Foto-Roll-70 is mounted on the camera in place of the normal ground-glass on the camera. The unit is essentially a sliding back complete with ground glass and a carriage with

the roll film mechanism. A precision counter is built into each unit to record the number of exposures made.

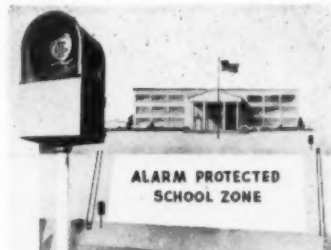
Use of the unit eliminates loading, unloading, carrying and handling of two-exposure film holders, yet does not affect the photographer's ability to develop his film intermittently during the length of the 350 exposure roll. The Korona-Roll-70 is available for 5x7 and 8 x 10 cameras, and is custom fitted to individual models. Data is available from the manufacturer or circle No. 4 on the Reader Service Card.

### Audible Traffic Control System

A new electronic device developed by Zonealarm Corp., 712 E. 163rd St., Cleveland 10, Ohio, is designed to control speed of traffic in critical areas such as school zones, recreation areas, small communities and congested areas.

Zonealarm Audible Alarm Systems are installed at each entrance to speed zones and vehicles entering zones in excess of pre-selected speeds set off a short siren warning. The audible warning alerts drivers that they are exceeding speed limits—warns pedestrians that vehicles are entering zone at excessive speeds and points an audible "accusing finger" at violators as an aid to law enforcement officials.

A spokesman for the company stated that the new Audible Alarm System was developed primarily to protect approaches to schools but is equally effective for other critical area installations. A few of the advantages pointed out by the company are the automatic operation of the device during pre-



selected times only, and the elimination of manpower to operate the units.

In test installations at schools where the system is pre-set to sound alarm between 8:00 A.M. and 9:00 A.M.; 12:00 P.M. and 1:00 P.M.; 3:00 P.M. and 4:15 P.M., the system is proving effective.

In a typical installation, warning signs are set at each school entrance in the following manner: 750 ft. before the school zone sign reads, "Warning, Audible Alarm for Excessive Speed";

Available at last!

### MINIATURE ELECTRONIC INVESTIGATIVE EQUIPMENT

Save valuable man-hours of investigation... secure leads and evidence difficult to obtain by other methods... by using this equipment which more than pays for itself in the first few months of use.

These scientific aids to crime detection and apprehension of lawbreakers... completely different from other electronic investigative devices... are now being offered to state and municipal law enforcement agencies.



A detailed, confidential brochure on this efficient, time-saving miniature electronic investigative equipment is available only to qualified personnel. Write for it today on your official stationery.

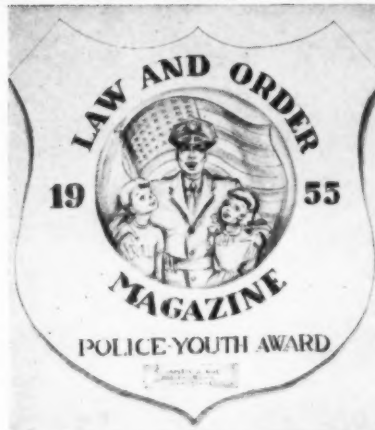
### RESEARCH PRODUCTS, INC.

3 Keeler Street • Danbury, Conn.

Sustaining Member of IACP

For further information circle #2 on Readers Service Card

### HELP YOUR FELLOW OFFICER!



HOW have you improved the "juvenile" problem in your town? Write your experiences, for perhaps they will be a solution to another officer's problem. We will pay you \$25 for every article published and in addition you will be eligible to be selected for the LAW AND ORDER YOUTH AWARD. This handsome shield wall plaque (pictured above) will have your name engraved on the plate as lasting evidence of your interest in youth and delinquency.

Send your story to

1475 Broadway  
New York 36, N. Y.

**LAW AND ORDER**

500 ft. before school zone sign reads, "School Zone—20 M.P.H."; 250 ft. before school zone sign reads, "Slow, School Zone Ahead".

Literature describing the Zonealarm System is available upon request from the manufacturer, or circle No. 5 on the Reader Service Card.

### Posmoulage Process

The Posmoulage Process in connection with the science of criminal investigation is a reproducing system for the preservation of evidence in detail. Foot prints, tire tracks, human hands



or heads, guns, and many other items are accurately reproduced.

The process is readily learned. A cast of the object is made with a gelatinous material called moulage. This is heated in a double boiler and

poured over the object. The posmoulage, a hard composition is heated and poured or brushed into the mold. When cool the moulage is stripped off and may be reused.

Other items are offered; a spray dust hardener to aid in the reproduction of tire and foot prints in soft dirt or dust, Posofil an inexpensive filling for Posmoulage casts to strengthen them, and clay for making forms.

Several illustrated brochures, which give an excellent idea of several uses of this product and a price list, may be had by writing to **Douglas & Sturgess**, 475 Bryant St., San Francisco 7, Calif., or circle No. 6 on the enclosed Reader Service Card.

**Mexico**.....(Cont. from Page 11)  
ernment is reviewing the present system of recruiting.

The school has been in existence only since September 1953 but it may soon expand into a formal Mexican Police Academy. Federal Highway Police from other sections of the country are to be sent to the present educational set-up to "brush-up" on their duties and the plan is to cover the entire country so that highways are patrolled by trained men.

### Mobile Microphone

The Turner Co., 909 17th St., N.E., Cedar Rapids, Iowa, has 2 new mobile microphones available.



The standard model SR-90R carbon is furnished with a double-pole-single-throw-push-to-talk switch normally open, one pole in the microphone circuit and one pole in the external relay circuit. Response is 200 to 4,000 cps. Output level, —38 decibels; 80 ohms nominal dc resistance.

The model SR-90D Dynamic has the same general appearance as SR-90R. Response is 200 to 9,000 cps. Output level, —48 decibels at high impedance. Single-pole-single-throw push-to-talk switch, normally open, for on-off control of external relay circuit; 200 ohms impedance.

Literature and prices are available from Turner or circle No. 7 on the Reader Service Card.



*Do you know...*

**Spending a few extra dollars is the cheapest!**

It is a wise custom to get the best value for your money. That is why Police and Fire Departments throughout the nation consider **THE HALLIGAN TOOL\*** a good investment.

*It is a*

1. Crowbar
2. Pick
3. Wedge
4. Axe
5. Puller

*It will*

- Lift floor boards
  - Snap open doors
  - Shatter glass brick
  - Rip out locks
  - Pries steel apart
- FAST**

**M. A. Halligan,** 1505 Metropolitan Ave.  
New York 62, N.Y.

\*Reg. U. S. Patent Office

### FAUROT PORTABLE ULTRA-VIOLET "BLACK" LIGHT UNIT NO. 824-C



It is designed to operate with both batteries and with 110 Volt A.C. current, thereby making this Unit ideal for efficient and speedy field or laboratory examination. The Faurot PORTABLE "Black" Light Unit No. 824-C consists of: Ultra-Violet "Black" Light with batteries and electric cord, assorted Invisible Detection Powders and Crayons, Invisible Ink, Paste, and Carrying Case.

**FAUROT, INC.**

299 Broadway, New York 7, N. Y.  
Manufacturers of Crime Detection and Identification Equipment

For further information circle #94 on Readers Service Card

December, 1954

For additional information circle #92 on Readers Service Card



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### Chiefly Chatter

In Peterborough during the summer months, the traffic requires vigilant attention due to the influx of tourists. Courtesy and consideration are shown to these guests but never by sacrificing law enforcement rules that were drawn up for the protection of the community.

Chief Picard is a soft-spoken man who readily makes one feel at ease with him. He declared that as his town practices and lives the democratic way of life and values it, we must all be on the alert to recognize any communistic infiltration within our ranks.

"Justice tempered with mercy" is his philosophy for the best way to cure the ills that beset the world.

### Ice Skating

The rescue from the water is only the first step. First aid must be given at once for records show there have been occasions when a successful rescue was a failure because the person died from shock and exposure.

Wet clothing should be stripped from the body and the victim covered with warm blankets. Fire may give warmth and bricks or stones may be heated and placed beside the victim.

The victim must remain absolutely quiet and subject himself to no exertion. Rubbing the limbs is a good method of restoring circulation. If a hot drink is available it should be given the victim as soon as he is able to swallow. Get a physician to check on the condition of the patient, as soon as possible.

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# PROTECTION



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The METCALF Gold Seal on the back of fabric is your protection.

**METCALF BROS. & CO., INC.**  
45 EAST 17th STREET, NEW YORK CITY

